

3.0 CHAPTER 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

INTRODUCTION

This chapter describes the existing environmental, social, and economic conditions of the study area and discloses the environmental impacts the project alternatives could have on these resources. As the study progressed, the impacts to some resources began to emerge as discernible differences among the two Build Alternatives.

To help the reader focus on the resources for which there were **distinguishable differences** in impacts among the Build Alternatives and that influenced the identification of the Preferred Alternative, those resources are discussed first in this chapter. Greater detail has been provided in this Final Environmental Impact Statement (FEIS) for these resources. Resources that would be impacted similarly by the Build Alternatives with **no distinguishable differences** among impacts (but were identified as important by the public and agencies) are discussed second in this chapter. All **other resources** are discussed after these two groups.

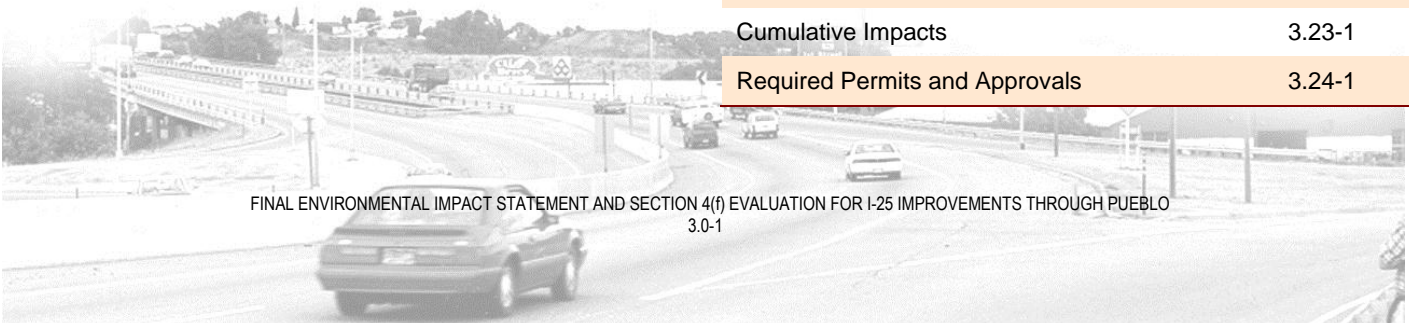
Impacts and mitigation measures are discussed individually for each resource and are supported by separate technical reports and appendices, where necessary. All technical reports prepared for this FEIS can be found on the Technical Memoranda CD included with Volume II of this document.

Twenty-three environmental and social resource areas were evaluated for the No Action Alternative, Existing Interstate 25 (I-25) Alternative, and Modified I-25 Alternative (Preferred Alternative) (as defined in **Chapter 2 – Alternatives**). Together, these resources define the human and natural environment around the proposed project. The sections that cover these resources and the pages that they appear on in this chapter are listed in **Exhibit 3.0-1**.

EXHIBIT 3.0-1

Resource Areas Evaluated in the Final Environmental Impact Statement

Section Title	Page
RESOURCES WITH DISTINGUISHABLE DIFFERENCES BETWEEN ALTERNATIVES	
Transportation	3.1-1
Historic Properties	3.2-1
Parks and Recreation	3.3-1
Right-of-Way and Relocations	3.4-1
Noise	3.5-1
Social Resources, Economic Conditions, and Environmental Justice	3.6-1
Wetlands	3.7-1
RESOURCES WITHOUT DISTINGUISHABLE DIFFERENCES BETWEEN ALTERNATIVES	
Land Use	3.8-1
Visual Resources	3.9-1
Air Quality	3.10-1
Hazardous Materials	3.11-1
Fish and Wildlife Habitat	3.12-1
Sensitive Species	3.13-1
Floodplains	3.14-1
Water Quality	3.15-1
OTHER RESOURCES	
Utilities	3.16-1
Energy	3.17-1
Noxious Weeds	3.18-1
Paleontological Resources	3.19-1
Soils and Geology	3.20-1
Relationship of Local Short -Term Uses Versus Long-Term Productivity	3.21-1
Irreversible and Irretrievable Commitment of Resources	3.22-1
Cumulative Impacts	3.23-1
Required Permits and Approvals	3.24-1



Within each resource topic, the content is organized by discussions of the Affected Environment, the Environmental Consequences, and Mitigation. The Affected Environment summarizes the conditions that existed in the study area at the time the analysis was prepared. Each section describes the boundaries of the impact assessment for the resource area (which may vary). The content of the impact discussion is organized by three geographic areas: North, Central, and South. The North Area extends from just north of 29th Street to Ilex Street. The Central Area continues from Ilex Street to Nevada Avenue. The South Area extends between Nevada Avenue and milepost 94, just south of the Pueblo Boulevard interchange. A map illustrating these three geographic areas is provided in **Exhibit 3.0-2**.

The content of the Environmental Consequences discussion is organized by geographic area within the project study area, presented in order of North, South, and Central. The two Build Alternatives follow the same alignment and have the same impacts in the North Area and the South Area. The impacts to the Central Area are discussed last because the Central Area is where distinguishable differences occur between the two Build Alternatives. Within the Environmental Consequences discussion, direct impacts of the project alternatives are evaluated. Direct impacts are those that are caused by the project and occur at the same time and place as the project. Where there is a potential for indirect impacts to a resource area, they are discussed in this chapter. Indirect impacts are those that are caused by the project and are later in time or farther removed in distance but are still reasonably foreseeable. Impacts may be adverse or beneficial.

Where adverse impacts to resources are anticipated, mitigation measures are discussed; these are measures that

will be implemented to avoid, minimize, or compensate for project impacts. In some instances, detailed mitigation for impacts to certain resource areas is still under development and will be finalized as the project progresses. Where this occurs, it has been noted within the mitigation discussion for each resource area, and information on the process and timeframe to finalize mitigation has been provided. Mitigation measures would be implemented with the selection of a Build Alternative.

As described in detail in **Chapter 5 – Phased Project Implementation**, funding limitations necessitate that the project be constructed in two phases: Phase 1 and Phase 2. Phase 1 consists of improvements planned from approximately the Ilex interchange north to 29th Street and connecting the I-25 mainline improvements to those previously completed just north of 29th Street – this corresponds with the North Area described above. Smaller projects within Phase 1 could be completed individually and are described in **Chapter 5 – Phased Project Implementation**. Phase 1 is currently the only funded phase of the project. Phase 2 improvements correspond with the Central Area and South Area described above and consists of the improvements planned from immediately south of the Ilex interchange to the Pueblo Boulevard interchange. As noted previously, the Central Area is where distinguishable differences occur between the two Build Alternatives. Phase 2 would be constructed over time and as funding becomes available. Implementation of future phases may not occur if funding beyond the initial phase cannot be identified. To help the reader better understand the impacts associated with each phase, the Environmental Consequences discussion denotes which phase of improvements is encompassed in each geographic area.

EXHIBIT 3.0-2

North Area (Phase 1), Central Area (Phase 2), and South Area (Phase 2) for Impact Discussions

